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Claims

1. A preventive method for preventing suicidal hijack by means of aircraft-carried global position electronic map, a flight control apparatus being provided on the aircraft, the method being characterized in that the flight control apparatus includes information of flight-prohibition area, and the flight control apparatus prevents the aircraft from flying to the flight-prohibition destinations according to the information of flight-prohibition area and the flight data of the aircraft.

2. A method according to claim 1, characterized in that the information of flight-prohibition area includes flight-prohibition database (E), the flight-prohibition database including electronic map values of lowest limited height and latitude and longitude of the flight-prohibition destinations within the whole airspace, which values are preset and cannot be amended by the personnel on the aircraft, and includes the data of the requested flight-prohibition in the emergency sub-database (D2), which data cannot be amended by the personnel on the aircraft, the data of the requested flight-prohibition including the geographic position and altitude values of stationary and movable establishments on the ground or water which are flight-prohibition destinations, the geographic position and altitude values being transmitted to the aircraft from local users around the world.

3. A method according to claim 2, characterized in that, the

flight-prohibition database (E) is programmed and fixed, and that the storage for storing the emergency sub-database (D2) of the data of requested flight-prohibition is readable-and-writable storage which can be set as write-protective, or encrypted readable-and-writable storage

4. A method according to claim 1, characterized in that the information of flight-prohibition area includes temporary piloting data which cannot be amended by the personnel on the aircraft, the temporary piloting data being electronic map values of flight height and consecutive latitude and longitude for piloting and data for piloting automatically entering an aerodrome, which are transmitted into the emergency sub-database (D1) of the aircraft from a nearest ground supervision center, wherein when the aircraft is within a predetermined scope of the flight-prohibition destinations, the aircraft flies according to the temporary piloting data; the storage for the emergency sub-database (D1) of the temporary piloting data is readable-and-writable storage which can be set as write-protective, or encrypted readable-and-writable storage; when the aircraft is flying within the emergency protective scope of the flight-prohibition destinations, the aircraft is directly controlled by the main computer in the flight control apparatus, without using any current piloting data.

5. A method according to claim 2, characterized in that when the flight height of the aircraft is higher than the altitude of the establishment plus value H, the aircraft makes no response to the

data of the requested flight-prohibition.

6. A method according to claim 2, characterized in that according to the received data of the user's requested flight-prohibition, the flight control apparatus transmits an alarm and its own real-time position information and the data of the user's requested flight-prohibition to the nearest supervision center, and receives the temporary piloting data from the supervision center.

7. A method according to claim 1, characterized in that, the manipulation device of the aircraft has an identifier for identify true or false of the pilot; when the pilot is true or the identification logic value of the pilot is set true by the main computer when the aircraft includes no identifier, the aircraft accepts the manual control of the pilot or the control of automatic pilot, and at the same time makes comparing and calculating on the basis of the information of flight-prohibition area and the flight data of the aircraft; when the aircraft is close to or fly into the flight-prohibition area, the manual control is not accepted, and the automatic pilot automatically performs rectifying flight according to the instruction from the main computer, and after the automatic rectifying flight, the manual control of the pilot or the control of automatic pilot is accepted; when being false the aircraft does not accept the manual control of the pilot, but only accepts the control of automatic pilot instructed by the main computer, and the aircraft transmits its own position information and an alarm and receives temporary piloting data from the nearest supervision center, and at the same time makes

comparing and calculating on the basis of the information of flight-prohibition area and the flight data of the aircraft; when the aircraft is close to or flies into the flight-prohibition area, the automatic pilot automatically performs rectifying flight.

8. A method according to claim 7, characterized in that the automatic pilot control of the aircraft instructed by the main computer is performed according to the flight parameters that cannot be amended by the personnel on the aircraft.

9. A method according to claim 1, characterized in that the flight control apparatus is provided in a backup manner, and has at least one backup apparatus, and the aircraft has at least two copy of concealed backup power supplies.

10. A preventive method for preventing suicidal hijack by means of aircraft-carried global position system electronic map, a flight control apparatus being provided in an aircraft, the flight control apparatus comprising:

a) flight-prohibition database (E), which is pre-programmed and fixed with electronic map values of lowest limited height and latitude and longitude of the flight-prohibition ground destinations within the whole airspace, which values cannot be amended by the personnel on the aircraft;

b) emergency database (G): including emergency sub-database (D1) and (D2), the emergency sub-database (D1) and (D2) including ground data received and controlled by the

radio receiver and sub-computer, the emergency sub-database (D1) and (D2) of the emergency database (G) being readable-and-writable storage which can be set as write-protective, or encrypted readable-and-writable storage;

emergency sub-database (D1), for storing the temporary piloting data transmitted from a ground supervision center, for use in performing flight when protecting a flight-prohibition target;

emergency sub-database (D2) for storing the geographic mark information of the stationary or movable targets on the ground or water being requested flight-prohibition protection, the information being transmitted from ground users in the world, the geographic mark including the position data of the users requesting flight-prohibition protection, determined by a global position receiver;

c) a main computer in the flight control apparatus automatically determining true or false; H value and the protective threshold of height of airspace being automatically set according to the type of the aircraft; the flight control apparatus of the aircraft using the above data to automatically select the flight manner of the aircraft to execute ground piloted flight or emergency protective flight, in case of yawing and protecting a flight-prohibition target.